

Office of PVC - Denton

**** Overview ****

The Denton Program allows donors to use space available on U.S. Military cargo planes to transport humanitarian goods and equipment to countries in need.

The Denton Amendment is a commodities transportation program that is jointly administered by USAID, the Department of State (DOS), and the Department of Defense (DoD). It allows for the transport of humanitarian goods on a space available basis using U.S. Military transportation. The program was initially created to use the extra space on U.S. cargo aircraft that were flying supplies into Central America. Although the program expanded to include most areas of the world, the likelihood of obtaining transportation decreases as the distance to the country increases. Since Denton is a space available program, it is impossible to predict when transportation will materialize; therefore, no guarantees can be made regarding completion of a shipment.

**** Program Purpose and Objectives ****

To put the empty space on U.S. Military transport to good use by providing humanitarian relief transportation for nongovernmental organizations or private citizens, at little or no cost to themselves.

**** Program Description ****

The donor should always keep in mind that the Denton Program offers free transportation on a space available basis. It cannot be undertaken at any cost to the U.S. Government other than the cost of transportation itself. Applications in which the donor seeks financing for any cost other than the military transport, such as storage or local transportation, will not be approved. Following is a synopsis of the four stages of the Denton Program.

Application

- Before gathering supplies, a prospective donor must contact USAID/Washington to determine whether the program is possible in the specific country.
- The donor must identify an in-country consignee and/or local contact who will: (a) secure the approval of the host government by arranging with a customs official to obtain either duty-free entry or provide tariffs for entry; (b) ensure compliance with all legal requirements in the country; (c) receive and take possession of cargo on arrival; and (d) distribute cargo to the beneficiaries.

Cargo and Shipping

- The donor must package the material and or goods in compliance with U.S. Military procedures.
- Because this is a space available program, DoD cannot schedule transportation for Denton Program cargo or assure that items will arrive on a particular date. For this reason, time-sensitive cargo, such as medical supplies with an expiration date within nine months will not be shipped, and perishable food cannot be accepted. Donors must also be able to store or pay for commercial storage until transportation becomes available.

- Once an application is received, USAID and the DOS will determine whether the application is consistent with U.S. foreign policy objectives. If this and the other requirements of the Denton Program are met, DoD also will review the application to determine feasibility for transport. USAID will communicate with the destination country to ensure the cargo will be acceptable. Once these steps have been taken, the application will then be formally approved or disapproved and the donor will be notified. Depending on the workload and the responsiveness of the destination country, this process can take from several weeks to several months.
- The cargo will then be inspected at the warehousing site by representatives of the U.S. Government. The inspection team reserves the right to remove items from the inventory which, for reasons of safety or legality, may not be shipped under the Denton Program.
- DoD will contact the donor when space becomes available for the approved cargo. At that time, the donor will be told when and where to deliver the cargo.
- The donor must be aware that application approval does not obligate the U.S. Government to provide transportation for approved cargo. Even after delivery to a United States Military base, as directed, there can be no guarantees that the shipment will be transported, since DoD cannot plan or create space availability. Although such instances are rare, it may be necessary for the donor to reclaim the shipment if the planned transportation does not occur and there is no transportation in the foreseeable future.

Arrival

- The donor must provide or pay all costs of local storage or shipping. Cargo must arrive at the departure location within the time-frame dictated by DoD. Early or late arrival, or any non-compliance with these guidelines will result in the return of the cargo to the donor, at the donor's costs.
- Expeditious removal of the cargo from the point of entry is required. The donor must communicate with the consignee in the destination country the date and time of arrival. The consignee must take possession of the cargo and ensure that the cargo clears customs and other legal requirements in the country.

Distribution and Reporting

- The consignee is responsible for timely distribution of the cargo to the targeted beneficiaries. Supplies must be distributed in a non-commercial basis, free of cost to the recipients.
- The donor will submit a report to USAID/Washington within 30 days after the supplies are distributed, describing in detail how they were in fact distributed, to whom, and how the supplies were used.

**** Relationship to PVC's Strategic Plan ****

The Denton Program is the most inexpensive way for PVOs to mobilize resources. Because of the planning and unilateral coordination needed for a successful transport, the Program demands that a PVO organize its administrative system and more often than not, partner with local NGOs to deliver the materials once in the recipient country.

**** Key Program Statistics ****

Fiscal Year 2000

Shipments Completed: 130
Tonnage Requested: 4.8 million pounds
Tonnage Shipped: 4.2 million pounds
Number of Countries Served: 43

**** Success Story ****

Mission of Love (MOL), a U.S. nongovernmental organization located in Youngstown, Ohio has used the Denton Program for 16 missions. MOL has helped Mexico for several years, providing needed medical supplies to a clinic run by the Mexican Red Cross and staffed by volunteers. MOL has arranged for the delivery of a fire truck fully loaded with equipment and gear, which is usually unavailable in Mexico. In Guatemala, the remainder of the shipment was offloaded and given to an orphanage, Casa Guatemala. The inventory included a car, pick-up truck, boat, and five pallets of medical supplies and equipment. The entire inventory, including the fire truck, took up only 33 percent of the plane's cargo space. (Geoff Slagle, "Denton Program Delivers the Goods," Front Lines, April 1995)

World Opportunities International provided the relief aid for a Denton airlift to Kenya and the Philippines. The mission was incorporated with a routine personnel pick-up from the Persian Gulf. The flight brought 10,000 pounds of dried apricots and was sponsored by the U.S. Embassy in Manila. The dried fruit was scheduled to augment food relief programs for outlying barrios and provinces in the country. Within two hours of offloading, the crew was on its way to Africa. In Nairobi, the crew delivered 22,000 pounds of medical equipment and supplies to The Bagani School for Girls. (Capt. Stephen M. Razo, "Chasing the Sun to Kenya," March Field (Calif.) Beacon, 12 July 1996.

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**** RFA ****

- [Denton Application and Guidelines](#) (PDF 50.1KB)
- [Guidelines for Donating Pharmaceuticals and Medical Supplies](#)

Online applications and additional information about the DOD Humanitarian Assistance Programs, Denton and Funded Transportations Programs, are available at www.dentonfunded.ida.org